

ADMIRAL HAS CHANGED SHIPS

Two-Star Banner of the Admiral
Now Floats Over the
California.

FAREWELLS TO TENNESSEE

Plans for Departure of Fleet Are
Not Changed. Nor Will
They Be.

(From Sunday's Advertiser.)

For the last time Rear-Admiral Uriel Sebree, commander-in-chief of the Pacific fleet, has transferred his two-starred flag from one vessel to another, the admiral yesterday hauling down his flag from the cruiser Tennessee, which has served as his flagship on the long cruise to the Orient and back, and hoisted it immediately over the cruiser California. The California will be his last sea home, but his residence aboard the cruiser will be brief, for, on February 19, he hauls down his flag for the last time and hands over the chieftainship to Rear-Admiral Giles B. Harber, and on the following day retires from active duty in the navy, having reached the age limit.

Yesterday morning shortly after 8 o'clock the crew of the Tennessee was piped to quarters, with the marine guard in line and the band in attendance. The admiral made a few farewell remarks to both officers and crew, and spoke of the pleasure it had been to him to serve on board the vessel, and he wished the officers and men of the vessel a pleasant voyage to Bremer. His flag was hauled down and the Tennessee became a former flagship. The admiral, accompanied by Captain Benson, his chief of staff, and aids, then left the Tennessee. Crossing the wharf, he boarded the California, where he was received with honors and his flag was hoisted over the vessel. He spoke to the captain and officers and said that he would be aboard only a short time.

It is a coincidence that Admiral Sebree should transfer his flag to the California, as when he completes his long duty as an officer, he will be in the State of California.

Leave on Tuesday.

The present plans for the fleet's departure is for the fleet to get under way on Tuesday, possibly about one-thirty in the afternoon. The departure depends on the arrival of the Pacific Mail steamship China from the Coast, however, as the China has the mail for the fleet. If the China arrives early in the forenoon the fleet will leave at one-thirty. The Tennessee and Washington will probably go outside first, followed by the remaining cruisers, the flagship California going last. All eight warships will remain in formation until after passing Koko Head, when the admiral will signal to the Tennessee and Washington to proceed to Bremer. When the signal is hauled down, the two warships will be considered as detached from the "Big Eight," and will steam for their destination. As Captain Fiske is the senior captain the Tennessee will be the flagship of the detached squadron.

The remaining six vessels will then hit up to sixteen knots and endeavor to maintain that gait all the way to San Francisco, weather permitting. The fleet is due to arrive at San Francisco on February 15, which is Tuesday.

Will Get Torpedoes.

The Tennessee, on arrival at Bremerton, is to be outfitted with torpedoes. These important engines of destruction will have to be fitted in in short order as the Tennessee and Washington are due to leave Bremerton on March 14 for Buenos Ayres, where they will join two warships from the Atlantic fleet to participate in the big Argentine celebration.

Likes the California.

Admiral Sebree and Captain Benson are immensely pleased with their new quarters aboard the California, which are larger than those on the Tennessee. Captain Benson paid a tribute to the builders of the California, and other San Francisco-built warships, saying that the builders had spent much time in finishing the rooms and making them comfortable.

Have Taken Much Coal.

When the "Big Eight" finishes coaling, and adding to their supply that given to the cruisers Galveston and Denver, supply ship Glacier and the tug Iroquois, the naval station piles will be depleted just 15,000 tons. This will leave the station with only 6000 tons on hand. The American ship Edward Sewall is expected in the near future from Norfolk with about 5500 tons, and other ships will follow, so that in the next four months the station coal piles may have about 25,000 tons again.

Use Quarantine Wharf Again.

In order to accommodate the navy the quarantine officials have given permission to Admiral Sebree to use the quarantine wharf and the South Dakota will probably be shifted over. The Pennsylvania and Colorado are to be brought inside the harbor today from the outer anchorage and they will finish coaling on Monday.

Hinting of Wirelesses.

When the fleet starts for San Francisco there will be a string of wireless plants all along the 2000 mile route between Honolulu and the Coast. The Lusitania is on the way here from San Francisco, the Logan is now out two days from Honolulu, the cruisers Galveston and Denver are equipped with plants and by the time the "Big

ROBERTSON HAS BEEN CONFIRMED

Cable From Washington Says
Terms of All Judges Are
Assured.

DELAY CAUSED SOME ANXIETY

Advertiser Correspondent Sends
Official News of Senate's
Action.

(Special Cable to The Advertiser.)

WASHINGTON, February 4.—"All the judges nominated for the courts of Hawaii have been confirmed and their terms are assured."

The above cable was received here yesterday from Ernest G. Walker, the Washington correspondent of The Advertiser, and puts an end to all doubt as to the confirmation of A. G. M. Robertson. Mr. Robertson has not yet received official notification of his confirmation, but as he got a cablegram last week from the Delegate, telling him that his nomination had been confirmed, he says that he expects to receive his commission by mail some time next week.

On account of the long delay in the official notification of Mr. Robertson some of his friends were getting a bit nervous, fearing that something might possibly have happened to hold up his confirmation. There now appears to be nothing to worry over, however, and it is probable that Robertson will take the oath of office some time next week.

JACK ASHORE AND HAPPY

Eight Thousand Jolly Boys of the
Fleet Enjoy Themselves as
They Know How.

Sixty sailors on patrol duty and the regular number of police last night took care of almost eight thousand blue-jackets seeing the sights of the town as only a sailor can see sights after a year's experience in fifty ports. And at that the patrols were loading most of the time.

Hotel street, between Nuuanu and Fort, was disguised last night as the Gay White Way, not only on account of the blaze of lights that the moving picture shows have put out but also on account of the white sea of sailors' blouses.

Within this one block there were hardly ever less than three hundred men, who kept streaming out and in up to an early hour this morning, long after the shows had closed. The skating rink was jammed and more sailors capsize there than ever on the high seas.

There were almost no drunks taken into the station, although numbers of sailors took on board about all that they could carry without taking more than half the street. An amateur quartet from the California, congregated on the Iwilei road and made the night joyous until a patrol officer came up and scattered them. At eight o'clock the bunch was singing grand opera and two hours later started in on rag time. After running through their repertoire they fell back on hymns which might or might not have been rendered according to the psalmist.

All the sailors had all they could spend, more than the men of any other navy in the world could have had, and all of them spent it fast and furious, but with one minor exception, there was not one disorderly incident reported. The boys behaved better even with the opportunities to have a good time than they had, than the sailors ashore here usually do, which is going some. Jack and Honolulu certainly agree in liking each other.

FIVE LOSE LIVES WHEN STEAMSHIP GOES ASHORE

SEWARD, Alaska, February 5.—The steamship Farallon has stranded on a reef and is a total loss. It is believed that five of her people have been drowned.

AGREEMENT RATIFIED.

BERLIN, February 5.—The Reichstag today ratified the tariff agreement made with the United States government.

Eight gets started the wireless string will be complete.

Prince of Good Fellows.

There are men of high rank in the navy whom civilians find it difficult to come in contact with, either for business or social pleasures. About nine-tenths of the time civilians feel that when they board a ship they may commit a breach of navy etiquette, not knowing just what it is, and when officials receive them in the cold-blooded way that the regulations sometimes requires officers to act, the civilian has a desire to get back on the wharf. The quarter deck is a peculiar place, but Captain Benson, chief of staff for Rear-Admiral Sebree, is an exception, but a rare exception, but an exception. His cordial greeting makes the plain civilian feel at his ease aboard, and the captain never fails in courtesy and making a civilian feel at home on board. News-gatherers have found this to be so, and when a news-gatherer is situated with his treatment should a warship it is a sure sign that he has met a good fellow.

POLITICS PALYS HOB WITH LAWS

No Building, Milk, or Sanitary
Ordinances Because They
Might Cost Votes.

(From Saturday's Advertiser.)

There seems to be a prospect that Honolulu will have a building ordinance commensurate with her needs in the near future. The supervisors are at work on such an ordinance now and the agitation started in The Advertiser bids fair to bring forth some results.

When Building Inspector Miehlestein first took office a year ago he called the attention of the city fathers to the necessity for a building ordinance and prepared a rough draft which he submitted to Supervisor Aylett, who as chairman of the health committee of the board, is supposed to have charge of such things. But Aylett had not got over the idea that he was in office for the sole and express purpose of playing politics and as he could not see where a building ordinance would strengthen his political fences, he paid no attention to the matter.

Aylett's excuse for passing up the building ordinance at the time was that he could not see the sense of passing any such ordinance when all fees collected must go to the Territory. Therefore the ordinance went into a pigeonhole.

Since that time desultory attempts have been made to secure some legislation, but no one seemed to have sufficient interest to put the matter through. From time to time the necessity for some legislation which would lessen the danger from disastrous fires has been pointed out, and on each occasion those upon whom it fell to provide such legislation let the matter slide.

As a matter of fact Quinn is about the only committee chairman who has accomplished much during his session in office. Logan, as chairman of the finance committee, has devoted most of his time to trying to keep the expenditures within the available income though he has taken a prominent part in the work of the committees of which he is a member.

The Milk Ordinance.

The milk ordinance has suffered severely from the effects of too much politics. There has been strenuous objection to almost every proposed provision from the small Portuguese and Hawaiian dairymen, who have insisted that the ordinance is being framed for the benefit of the rich man and, should it become a law, would put the small fellow out of business. This argument was brought forward when the first ordinance was up for consideration, and it has made its appearance periodically ever since. Exception is taken to the sections requiring sanitary stables, to the provision that milk must be kept below a certain temperature, that milkers must wear white aprons and that milk must be aerated.

The ordinance-builders have now gotten the temperature to a point where milkmen say that no temperature clause would do just as well as the one proposed, but there will probably be a whole lot more tinkering before the proposed ordinance will be brought to a state of perfection where its father will dare parade it before his constituents.

Fire Department.

All efforts at securing any substantial aid for the fire department have so far been fruitless. A determined effort has been made to secure an engine house for the Kaunakapili section of Chinatown, and a lot has already been secured from the Territory. But no appropriation has been available so the lot is vacant.

There is a hook and ladder truck resting peacefully in the Beretania avenue engine house but there are no funds to put it into commission.

Inspector Miehlestein has been very industrious since he took office, but he has been greatly handicapped by the lack of an ordinance which would enable him to enforce provisions for sanitation and safety. Chief Thurston has kept the fire department in excellent condition and there has not been a disastrous conflagration in years, but the city is only partially protected, because there are insufficient men and apparatus to cover the ground. The milk inspector has been energetic, but the legislation under which he is working is so very vague that he does not know just how far his authority extends.

The roads have received their full share of attention, but the other departments of the city have been left to shift for themselves.

WIRELESS MESSAGE SAVES PASSENGERS

Relief Reaches Sinking Ship in
Time to Rescue Those
on Board.

CHARLESTON, February 4.—A wireless message was received from the steamship Kentucky stating that she was sinking off Cape Hatteras with seventy-five souls on board.

The steamship Alamo was at once despatched and, locating the sinking steamship, rescued the imperiled seamen.

MONEY FOR OAKLAND.

WASHINGTON, February 4.—The war department has recommended the appropriation of \$110,000 for the improvement of Oakland harbor, with \$25,000 annually for maintenance. It also asks for the appropriation of \$600,000 immediately to dredge a thirty foot channel.

TO CURE A COLD IN ONE DAY

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. W. W. Grove's signature is on each box.

BRIS KUPERS CO., 91 Levee, U. S. A.

WANT'S IN A NAME, ANYHOW?

Miwera, Alias Maitai, Will Make
Another Series of Farewell
Visits to Port.

The steamer Miwera, under another name and overhauled, but still the old Miwera, is to come from Australia, leaving on February 14, in the place of the Aorangi. The New Zealand Shipping Company, which holds its interest with the Union Steamship Company, in the Canadian-Australian, has determined to place the Maitai, which name is a Maori word meaning "hard as iron," in the service, pending arrangement for another vessel. The Miwera will be no improvement upon the Aorangi.

New Zealand is continuing the effort to have Auckland made a port of call of the Canadian-Australian liners and failing a direct service to have a connecting line to Suva, making close connections with the steamers running between Sydney, via Brisbane and Victoria. The matter was taken up in the New Zealand house of commons shortly prior to the sailing of the Moana from Sydney. Sir Joseph Ward is hopeful of securing a close connection at Fiji with the Vancouver steamers, but the cost appeared excessive. He had seen the managing director of the Union company with regard to the two steamer services between Auckland and Fiji, but it was apparent that the cost would be excessive. The extra cost of a steamer connecting between Fiji and Auckland would be \$12,000 a year additional. An attempt had been made to again establish a line between Auckland and San Francisco, but there was no subsidy granted by the American government to steamers not on the United States register. The subsidy required would be from \$80,000 to \$100,000, which was prohibitive. He knew that at the old rates on which the former line ran there was no hope of the Americans or anyone else taking up this service, the loss having been so great, unless there was a subsidy of the amount named. It was almost certain that the United States congress would soon pass the shipping subsidy bill, and if it passed there was reason to believe that the old Oceanic mail company or some other company would run a line from San Francisco to Sydney via Auckland. He thought, therefore, that the time was approaching when there would be a steamer service running again between Auckland and San Francisco. A great deal depended upon what the United States government did.

It was intended to maintain the five weekly service to Tahiti. As long as the Mariposa continued to run between there and San Francisco, it was their business to provide facilities for sending letters direct to the United States. The delay at Tahiti with the inward mail was because the Mariposa had to be four days off Papeete. He proposed to obviate this by arranging for the Auckland-Tahiti service being five weekly instead of four-weekly. This would obviate the delay in the inward mail, and the Wellington-Tahiti steamers would be timed to reach Tahiti just before the Mariposa sailed for San Francisco. The outward mail would thus go from Wellington, and the inward mail would naturally make Auckland the first port of call. If such an arrangement could be made, and he was negotiating with the Union Steamship Company about services to Tahiti, it was proposed to divide the subsidy between the Wellington and Auckland services, giving \$4,000 a year to each. This would only be a temporary service, as it was to be hoped that they would have a through service via Honolulu, with fast and up-to-date steamers running. From information as to what America was likely to do, the prospects were distinctly encouraging that before long the country would again have the benefit of the fastest service possible to the Old Country, via America. The amount of estimated postage by the various mail services: San Francisco via Tahiti \$2,432, Vancouver \$3,076, Suez \$13,823, total \$19,331. Against this cost of the Suez services, \$15,000 for the Union company and \$7,000 for the Haddart-Parker company, and the cost of the Fiji services, \$4,490, made a total cost of between \$26,000 and \$27,000.

**H. H. WALKER TO
SUCCEED Z. K. MYERS**

On the 15th of this month H. H. Walker, for sixteen years identified with the staff of the banking house of Claus Spreckels & Co., will succeed Zeno K. Myers, who retires from the Hawaiian Trust Company, to take the management of a trust company in Hilo.

"Hobie" Walker is one of the best known young men in the city and is held in the highest respect by the community. He has a commanding presence and unquestioned ability in matters relating to finance. His knowledge of local conditions is a personal asset which will facilitate his performance of the duties which may fall to him as Mr. Myers' successor.

In business circles the acquisition of Mr. Walker by the Hawaiian Trust Company is looked upon as a master stroke and one which can not fail to add to the recognized strength of the institution for, besides being capable, he is genial, and consequently popular with the business men. He was born in Honolulu and received his education in the Old Fort Street school and at Oahu College. He is the son of the late John S. Walker, once prominent in the affairs of government under the monarchy and closely associated during his lifetime with William G. Walker, former Bishop married Mr. Walker's sister and another sister is the wife of F. W. Kibabo, of D. Haskfield & Co.

FIGHT FOR CHAMPIONSHIP.

NEW ORLEANS, February 4.—Johnny Coulson and Jim Kendrick have been matched to fight for the world's bantamweight championship. The fight will come off February 18.

STREET CAR JUMPS RAILS

Several Passengers Injured in a
Rapid Transit Accident
Yesterday.

BRAKE FAILED TO RESPOND

Car Missed High Jump, but Ran
Over Sidewalk and Through
Pole Into Tree.

(From Saturday's Advertiser.)

Several persons were injured and a score were more or less bruised and shaken up as the result of an accident on a Panama line Rapid Transit car yesterday, shortly after noon. The car sped down Lunaillo hill with a broken brake, jumped the track on the curve and slammed into a tree.

A man named Higgins, who has a broken collarbone, is the most seriously injured.

Rapid Transit car 19 got beyond the control of Motorman Purdy shortly after one o'clock yesterday afternoon and sped down Lunaillo hill from Haeckfeld to Alapai at a terrific rate, efforts to "slug" the car being useless. The car jumped the track at the Alapai hill curve, just missed plunging over the pumping station embankment into the area twenty feet below, swerved to the Waikiki side of the street, crashed into a telephone pole, which was broken off at its base, and then barged on through the fence and came to a stop against a huge algaroba tree, where the front part of the car was crushed.

The car was well filled with passengers and many of them were bruised and shaken. Last evening many were reported to be suffering from their injuries.

Among the injured are the following: J. Green, hands and face cut; taken to Queen's Hospital.

Mrs. Waity, bruised and shaken up; under treatment with trained nurse in attendance.

Dr. Doremus Seudder, pastor of Central Union church, bruised and shaken.

Judge W. J. Robinson, bruised and clothes torn.

J. C. Hopkins, hands skinned.

Miss Kinney, face and head bruised.

Charles McWayne, bruised.

E. W. Colly, superintendent of the cable company, slight bruises.

"Haele" Sumner, bruised and clothes torn.

Higgins, collarbone broken.

Other passengers on the car were Henry Asch of Spreckels Bank, Miss Laura Atherton, W. Alton, James Conter, Charles Fraser, Mr. Meyers of the Chambers Drug Company, F. S. Dodge, W. A. Love.

The car was in charge of R. J. Purdy, and G. P. Sherman, conductor.

Just after the car started down the Lunaillo hill it gained headway. According to Motorman Purdy he applied the brakes but they failed to grip the wheels. The car increased its momentum every foot traveled over. He then "slugged" the car, the most drastic method employed in trying to stop one. The controller was reversed and the entire nine points thrown on to send the car backwards. Even this failed to take hold and the car careened on towards the curve at the foot of the hill, where the track turns down Alapai street hill. The car started around the curve, tilting over Eward until it was riding on the wheels on that side altogether.

Before completely rounding the curve the car was thrown back and then jumped the rails, plunging over towards the curbing on the Waikiki side of the street. A telephone pole was carried away as if it were a fence picket. The car mounted the curbing and continued diagonally across the sidewalk crashing through the fence and then smashed into a big algaroba tree. The front end was crushed in.

The passengers who remained aboard during the car's flight, were thrown from their seats and it was at this time that many of them were badly shaken up and bruised. Some jumped from the car when it struck the curve and most of these were hurt, their hands being skinned and clothes torn, in some instances the bruises being severe. One man jumped from the car and struck so heavily on his feet that the heels of his shoes were torn off.

Mr. Green was picked up and it was found necessary to send him to the hospital. A boy named Cochran was seriously hurt, his nose probably being broken. A man named Higgins had his collarbone broken, and was probably the most seriously hurt of all on board.

Motorman Purdy displayed courage throughout the trying ordeal. After using every endeavor to bring his car under control he stayed at the front end until it left the track, when he was thrown off. He fell on his side and was badly shaken up and bruised. Lunaillo hill has been regarded by patrons as one which is more dangerous than any other on the system, owing to the curve at the bottom. It is the first accident that has occurred on that hill, however, although the system has been established for the past seven years.

PACIFIC COAST WANTS SOME SUBMARINE BOATS

WASHINGTON, February 4.—The Pacific coast delegation to congress has united in a petition calling for an appropriation that will provide fifty submarines for the Pacific coast immediately, and the construction of at least ten submarines for coast service each year.

MEDICAL WARES DESTROYED BY FIRE

Great Storehouse of Army at
New York Falls Prey to
the Flames.

LOSS EXCEEDS ONE MILLION

Consignment of Goods for Panama
Is Among the Supplies
Burned.

NEW YORK, February 5.—Fire yesterday destroyed the main warehouse of the army medical supply department for this department. The contents of the great warehouse were totally destroyed and the loss to the government will exceed \$1,000,000. Among the goods destroyed were medical supplies for Panama valued at \$10,000. The Panama consignment had been packed ready for shipment.

The storehouse was packed with inflammable goods and when the fire once gained headway it was impossible to combat it with any degree of effectiveness. Though every effort was made to extinguish the blaze, nothing could be accomplished and both warehouse and contents were reduced to total ruins.

INSURGENT GUNBOAT BOMBARDS GREYTOWN

Shore Batteries Force Ship to Retire
However.

MANAGUA, February 5.—The insurgent gunboat Ometepe yesterday bombarded Greytown, but was disabled by the shore batteries and forced to retire. Earlier in the day the forces of General Estrada, the insurgent leader, captured the town of Boaca, twenty-five miles from the capital.

During the earlier stage of the trouble the commander of a British gunboat at Greytown informed the insurgents that he would not allow any fighting to be carried on in the city, and that the city must not be bombarded. The United States authorities issued the same order with regard to Bluefields.

FIRST BODY RECOVERED FROM THE WRECKED MINE

Water Will Be Pumped From the
Shaft Today and Rescue
Work Continued.

CHERRY, February 5.—The first body to be recovered from the wrecked St. Paul mine was brought up yesterday in good condition. There are still thirty-two bodies at the bottom of the level which is filled with 2,000,000 gallons of water. Pumping will be begun today and as soon as the shaft is dry the remaining bodies will be recovered.

OPIUM SEIZED ON BOARD CHIYO' MARU

One Hundred and Ninety-five Tins
Confiscated.

SAN FRANCISCO, February 5.—One hundred and ninety-five cans of opium were seized on board the Japanese liner Chiyo Maru by the customs authorities here yesterday.

LOVERING IS DEAD.

WASHINGTON, February 4.—Representative Lovering died here today.

DR. STOKES IS THE NEW NAVAL SURGEON-GENERAL

WASHINGTON, February 4.—Charles F. Stokes will be named as surgeon-general of the navy in place of Surgeon-General Rixey, who is retiring. Surgeon Stokes was the center of a lively controversy at the time of the tour of the battleship fleet around the world, when the President put him in command of the hospital ship Relief.

BALLINGER INVESTIGATION WAITS ON THE ATTORNEY

Secretary's Counsel Would Familiarize
Himself With Case.

WASHINGTON, February 4.—The sessions of the Ballinger investigating committee have been postponed for a week in order to accommodate the new counsel that has been secured to represent Secretary Ballinger.

TROOPS FOR PHILIPPINES.

SAN FRANCISCO, February 5.—The Nineteenth Infantry and Second Cavalry sailed today for the Philippines, on the transport Sheridan.

DO YOU WANT RELIEF?

Are you frequently hoarse? Do you have that annoying tickling in your throat? Does your cough annoy you at night, and do you raise mucus in the morning? Do you want relief? If so, take Chamberlain's Cough Remedy and you will be pleased. For sale at all druggists. Benson, Smith & Co., agents for Hawaii.